



Federal Railroad Administration

February 22, 2007

Railroad Safety Advisory Committee

Track Safety Standards

Working Group Report

Track Safety Standards Working Group

February 22, 2006 – the Track Safety Standards Working Group was established.

The WG purpose was to review and revise the CWR related provisions of the Track Safety Standards.

Track Safety Standards Working Group

CWR Directives

Resolution of comments on the Interim Final Rule (IFR) pertaining to Inspection of Joints in CWR;

Recommendation regarding FRA's role in oversight of CWR programs, including analysis of data to determine effective management of CWR safety by the railroads.

CWR Tasks

- **Review the Interim Final Rule (IFR) on inspection of joint bars in CWR territory; comment on the IFR; and prepare recommendations for the final rule**
- **Review FRA Inspection data and the pertinent accident/incident data and reporting criteria.**
- **Evaluate further enhancements for the management of CWR to prevent track buckling and joint failures, including design, maintenance and inspection.**

CWR Joints Update

- **Four Meetings to Discuss CWR Joints:**
April 2-3, April 26-28, May 24-25, and July 19-20.
- **On July 19-20, 2006, the Working Group reached consensus on recommended language for 49 CFR Part 213, Section 119, Paragraph (g) pertaining to the inspection of CWR Joints.**
- **Consensus was reached on a Fracture Report for the collection of data regarding CWR joints.**
- **Recommendation made to full RSAC, approved and forwarded to Administrator.**

Final Rule

Part 213.119(g)

- **October 11, 2006** Final Rule published in Federal Register
- **October 31, 2006** Final Rule becomes effective, superseding the IFR
- **January 1, 2007** Final Rule provisions became active

Highlights of 213.119(g)

- Railroads will develop Action Items in CWR to address joint conditions.
- Walking inspections of CWR joints and corrective actions for Action Items and Part 213 defects. An inventory of CWR joints is not required.
- When cracked or broken bars are found during weekly track inspections, monthly turnout inspections, and periodic joint bar inspections, a fracture report will be completed.
- Fracture Report Data will be sent to FRA twice annually.

Highlights of 213.119(g)

- Railroad may inspect joints at turnouts and in the vicinity of turnouts during monthly switch inspections.
- A track owner may seek approval from FRA to use alternate procedures.

CWR Update

- **FRA submitted several topics for further discussion and consensus:**
 - Training: Consideration of a standard for the qualifications of a person who inspects and maintains CWR.
 - Special Inspections: Consider incorporating in paragraph (f), indications of damage to joints, environmental conditions or other factors.
 - Plans: Develop a mechanism for updating and submitting program procedures to HQ and for the notification and resubmission criteria for modifications to program plans.

CWR Update (Cont)

- **FRA submitted several topics for further discussion and consensus:**
 - Manuals: Maintenance and retention of procedures/guidelines in field by MOW personnel.
 - Definition of CWR
 - Ballast and Anchoring Criteria: Consider developing specific criteria.

CWR Update (Cont)

- **Organized An Accident Review Team**
 - Tasks included:
 - Review accidents with track buckling as the primary or secondary cause.
 - Consider accidents investigated by FRA, NRC, NTSB.
 - Review accident information from railroads.
 - Determine why some railroads had no reportable CWR derailments in previous years.
 - Held one Meeting in Chicago, and Multiple on-line meetings

CWR Update (Cont)

- **Working Group met January 30-31, 2007 in Jacksonville, FL.**
- **Topics discussed:**
 - Review of CWR Joints Final Rule
 - Received Accident Review Team's Interim Report
 - Began discussions on FRA's CWR issues
 - Developed areas requiring additional information and engineering data.
- **Next meeting scheduled for April 10-11, 2007 in Chicago, IL**

Questions and Discussion